hands of the priests, who assiduously laboured to create a reverence among the people by enveloping learning in mystery, and by continually employing certain mystic symbols or particular attitudes which they deemed it impious to depart from. This may account for the similarity in form and attitude that is observable in their statues: some great statue was perhaps chosen as a prototype, and considered the ultimatum of art. It would weaken the popular reverence for the deity, or rather for the priests, if any other attitude was adopted; the one particular form having become intimately associated with the idea it embodied.

In the pure simplicity, the unaffected grandeur, the bold nervousness of the early Greek writers we recognize the style of thinking, if I may so speak, that originated the Doric order. In the more ornate refinement of the Ionic we recognize the influence of Asiatic luxury upon the susceptible temperament of the Attican colonists; and by the energy or rather vagrancy of thought that characterizes their temples, we are prompted to remember that restlessness and love of novelty that caused their emigration under Androculus and Nileus.

When we examine Gothic structures, our minds revert at once to those times when the spirit of chivalry was at its height, when love and battle, revenge and heroism, were the pleasure and business of mankind,—when the power of the barons was high, that of the king feeble; when society was in endless commotion and a vindictive and martial nobility oppressed the people without compassion. What do we not owe to the soothing and gentle influence of religion, that restrained the impetuous, emboldened the timid, and harmonized, in some degree, a discordant and conflicting mass of anarchy and misrule. In these calculating days we scoff at "the supine indolence with its attendant profound ignorance of the clergy of the "dark ages," forgetting that the great churches built in those unenlightened times stand imperishable monuments of the falsehood of their statements, and that at present, far from excelling, we are able only in some degree to imitate the labours of these "barbarians."

Medieval architecture is the type of the medieval ages. Gaze at the old cathedrals, dilapidated as they are by the rude hand of the Puritans, the tastelessness of the revivalists, and the abrading influence of time. The lofty windows, decorated with the most beautiful ramifications of tracery, and radiant with the most resplendent hues; the solemn, chequered, gloomy light, diffused around; the interminable length of the vistas; the lofty proportions; the scientific skill shewn in supporting and balancing the strains; the numerous intersections and complexity of the groining; the lengthened shadows produced by the deeply cut mouldings; the carefully and accurately worked ornaments, with the artistic skill with which they are copied from nature;—all these particulars together, agree in making what may be called the romantic style of architecture. The solemn devotional spirit that breathes through the whole of the edifice, that takes the beholder out of himself; the deep feelings with which you approach the place, sanctified by ages and as the resting place of the bones of your forefathers, and compare the noble spirit that inspired men to make such sacrifices of money and time in those days, with that ostentatious, half-mock spirit that prompts men to indulge in feasting and dancing under the specious but flimsy mask of charity.

David Hume remarks* that overloaded ornaments, fantastic conceits, &c., are never found in the works of the early Greek writers, but that as taste degenerated, they gradually crept in, until at last they completely vitiated and infected all compositions. He then goes on to say, "On the revival of letters, when the judgment of the public is yet raw and unformed, this false glitter catches the eye and leaves no room either in eloquence or poetry for the durable beauties of solid sense and lively passions. The reigning genius is then diametrically opposite to that which prevails on the first origin of the arts." He then criticises the writers of the Elizabethan age, and condemns "the glaring figures of discourse, the pointed antitheses, the unnatural conceit, the jingle of words," that they so much abound with. These irregularities accord with the prevailing features of those mixtures of Gothic and Italian that are called Elizabethan and Rennaissance, in which occur the unnatural and strained images of birds and beasts—stiff and twisted forms of scroll work; and we perhaps admire the good qualities of these styles the more, for the same reason that Hume supposes we overrate Shakspear's genius, because "bodies appear more gigantic on account of their being disproportioned and misshapen." H. J. L.

* History of England, Appendix to the reign of James I.

THE SMOKE NUISANCE.

Mr. Editor,—As you were kind enough to give insertion to my observations on the subject of sewage nuisances, I am tempted again to offer a few remarks on another more palpable class of nuisance, one which you have so ably handled in you journal and elsewhere. I refer to the "Smoke Nuisance," which however I should rather term "The Fuel Wasting Nuisance," for a wasteful and inconsiderate expenditure of coal &c., is, in fact, the actual cause of (nearly) the whole nuisance. Having a short time since in my ramblings, met with what appeared to me a simple and reasonable, and as I was then assured, a certain expedient for the consumption of smoke, I venture to lay the same before your readers, or I should rather say, smoke consumers (for such we all are and no thanks for the liberal supply on all occasions!) in the hope that all may be benefitted thereby, and those who should feel more immediately interested, profitably instructed. Every person who is acquainted with steam machinery is fully aware in how short a time a load of coals is emancipated. The plan I have adverted to is simply this:—In front of the ordinary furnace (which is more convenient underground), is brought out a second or extended floor of the furnace; over this extension or second furnace, an arch is turned; this arch is provided with a ring or aperture by means of which this second or outer furnace is supplied, and which, in fact, forms the floor of the coal depôt or store. The fire is lighted in the ordinary manner in this outer furnace, after which portions of the fire are moved on to the main furnace until it is sufficiently supplied. A tolerably good fire being obtained, the front furnace is now supplied from time to time with fresh fuel, the smoke from which of necessity passes towards the inner furnace and is in its passage over an extended body of fire, almost entirely consumed; any addition to the furnace in the way of substantial fuel is of course made by moving on the burnt coal from the front furnace, and thus the furnace may be said to be fed conjointly with coke and the smoke arising from the manufacture thereof.

I believe I am correct in stating that the above process is more than sufficient for the work of the furnace itself, and is profitably employed in making coke for general purposes. I tender you these few unconsidered trifles, conceiving that any information having a beneficial tendency, will not be quite unacceptable to your readers, or without some good effect to the community at large.

I am, Sir, &c. Συνεργος.

Relative to this matter, our attention has been directed by various correspondents at different times, to the greatly increasing nuisance produced by the smoke from the steam-vessels on the Thames, which now extends far beyond the banks of the river, and causes great loss to traders in addition to annoyance to all. Some steps should be taken immediately to compel the owners of these vessels to use means to prevent the nuisance complained of. We extract the following remarks on this subject from the *Times*:—

"The great increase of this nuisance within, comparatively, a short time, cannot fail to have struck almost every person; and the vast increase in the number of steam-vessels on the river is daily adding to the evil. But it is not only from the greater number of these vessels that this nuisance has so much extended; a large proportion of it arises from the cupidity of the owners, which has tempted them to discontinue the use of those descriptions of coal which can be burned without causing smoke, and substituting in their stead the commonest and cheapest description of fuel. Many of the steamers plying above London-bridge were formerly in the habit of using the better descriptions of Welch coal; but the smoke from most of the steamers now issues from their funnels in dense black clouds, darkening the atmosphere for miles up the river, and injuring the vegetation to a vast extent.

If this were an evil which admitted of no remedy, without interfering with the important facilities of transport afforded by steam-vessels, the case might assume a very different complexion. But it admits not of a question that remedies may be applied without the slightest inconvenience or impediment; and those remedies must be enforced, whatever opposition may be made to them. It is not considered any hardship upon railway companies to compel them, by a clause in their Acts of Parliament, to burn a description of fuel in their engines which shall not emit smoke; and if railway engines, passing through open and uninhabited parts of the country, are required by law to be supplied with smokeless fuel, much more ought steam-vessels to be equally restricted, when navigating a river like the Thames, the banks of which are densely populated in every part where steamers ply. The increased expense of fuel of this description is no valid argument against such a restriction. The question of expense is not allowed to weigh against the advantages to the community in the case of railway companies, and it ought not in that of river-going steam-vessels. Nor is the additional expense of such fuel of much moment. The loss which occurs in the present mode of burning coal in all ordinary steam-vessels is immense. It has been estimated to exceed in many cases 40 per cent.; the whole of which would be saved by using coke, or the best descriptions of Welch coal, that burn without smoke: and it is even considered by many competent and scientific men that economy would be promoted by the use of a better description of fuel, and by employing improved methods of combustion. Without deciding on the relative merits of the numerous rival inventions for consuming or preventing smoke, and even putting out of the question the possibility of applying these inventions at all in the cramped and contracted furnaces of steam-vessels, we know that the smoke from these furnaces can be prevented, by using either coke or some of the numerous kinds of anthracite coal; and if steamers were prohibited from plying on the river unless their furnaces were constructed to consume the smoke, or the fuel used were of that description which emits no smoke, the owners would very soon discover both the best fuel as well as the best method of burning it."

Application by Government of Nasmyth's Steam Pile Driver.—This powerful engine, which is working such mighty changes in the cost and construction of works where piles are necessary, is now being patronised by Government. Mr. Nasmyth has been by order of the Lords of the Admiralty to Deptford Dock to choose a place fit for the erection of one of a large size; the driving head to weigh 12¼ tons, and capable of giving from seventy to eighty strokes per minute; yet, so completely is this ponderous machine under the command of the engineer, that he can so regulate it that it should take a dozen taps to crack a nut, and then not crush the kernel! It is intended also to have Nasmyth's direct action steam-hammer, which is on the same principle, at all the Government dock-yards, of different sizes suitable for large anchor work, and the smaller works of the smithery. Mr. Baker, who is superintending the marine works at Devonport, has had a Nasmyth's pile driver erected, by which the whole of the piles necessary will be driven in three months, which, by the old system, would have taken three years.—*Mining Journal.*

Continued at p. 381.

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